

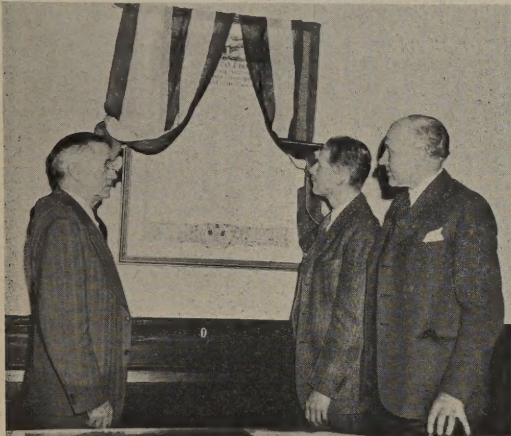
VOL. VI. — NO. 5.

TRENTON, NEW JERSEY

JANUARY-FEBRUARY, 1948

# The HIGHWAY

## UNVEIL HONOR ROLL



Edward E. Reed (left) and Commander Charles M. Noble unveil the permanent Highway Department Honor Roll while Commissioner Miller looks at the list of 433 men and one woman who served their country in the armed forces. Both Mr. Reed and Commander Noble lost sons in the late war.

## Gen. Johnson Lauds Highway Message Of Gov. Driscoll

In a statement issued from Florida where he is vacationing, General Robert W. Johnson, president and chairman of the board of Johnson and Johnson of New Brunswick, lauded Governor Driscoll's highway program as presented in his message to the 1948 Legislature.

"Governor Driscoll is right in his appraisal of the highway situation in New Jersey," said General Johnson. "The State has been attempting to accommodate a modern high-speed economy to an archaic low-speed facility. The result is strangulation. The cost in lost efficiency is enormous."

"Adequate highways are a capital investment that should be self-supporting and self-liquidating, with a fine profit to the citizens of the State. As indicated by the Governor, highway revenue should be used exclusively for

(Continued on Page 2)

## Colorful Program Marks 5th Annual Christmas Party

### Permanent Honor Roll Unveiled Before Large Assemblage

Group singing, solos, suggestion awards, and kindred features marked the annual Christmas exercises of the State Highway Department held on Christmas Eve in the board room of the State House Annex.

One of the highlights of the occasion was the unveiling of the Highway Department's permanent Honor Roll by Edward E. Reed and Commander Noble, each of whom lost a son in the late war. The name of one, Robert M. Reed, appears on the Honor Roll. It is planned that this new roll will hang permanently in the board room as a tribute to those Highway men and women who served

(Continued on Page 3)

## Highway Motion Picture, "Parkways for New Jersey", Ready For Distribution

### SOUND AND COLOR FILM IN GREAT DEMAND

"Parkways for New Jersey," the new State Highway Department motion picture, is now ready for public showing after many unexpected delays in production. Depicting the need for a well integrated parkway system in the Garden State, this film vividly contrasts congested conditions on many New Jersey highways with the free flowing parkways serving motorists in neighboring states.

In advance showings this motion picture has received a most enthusiastic response which marks it as a must on the programs of all types of organizations during the coming year. It has both high entertainment and educational value.

Filed by the Princeton Film Center in cooperation with the Highway Department, "Parkways for New Jersey" is a sound motion picture in full, natural color. It has a running time of twenty minutes and is crammed full of the type of action needed to hold the interest of all types of gatherings.

As an economy measure, distribution of this film will be made by the producer rather than by

## Governor's Message on Highway Transportation

In Governor Driscoll's Message to the opening session of the 1948 Legislature he set forth in broad and statesmanlike terms the series of needs and problems confronting the State of New Jersey. It included, among other things, State Administrative Reorganization, Federal-State Relations, Economic and Social Welfare, Employment Security, Education, Agriculture and Food, Local Government, Commerce and Transportation.

Among the 15 principal departments that are proposed under the provisions of the new Constitution Public Works is to be one. Within such a department it is proposed to place the State Highway Department. A Legislative Committee on Reorganization, under the leadership of Senator Wesley Armstrong of Mercer County, is presently studying this proposed reorganization with the various Departments, Divisions and Commissions. In due course the final composition of the new Department of Public Works will be announced and passed upon by the Legislature.

On the question of commerce and transportation, the Governor spoke forcefully and convincingly. Because what he said is so important as a statement of over-all public policy on highway transportation, we quote those pertinent paragraphs from his Message:

"A year ago we inaugurated a new highway program. The 171st Legislature prudently revised the whole system of state highway grants for our counties and municipalities. As a result, over the next four years, our municipalities will receive more than \$23,000,000 for local highway purposes. This is almost twice as much as our municipalities received in the four years before the war. A substantial portion of this increase in state grants will be allocated to our large cities, which, in the past, received no assistance. Last year there was also inaugurated a program designed to carry state highways through, as well as around, our large cities.

"These highway improvements were intended to be a part of a large program to restore blighted urban areas. We sought and obtained the cooperation of our inter-State agencies, notably the Port of New York Authority, the Delaware River Joint Commission, and the Delaware River Joint Toll Bridge Commission in the planning and construction of extended approaches to inter-State crossings, thus permitting us to stretch our highway funds.

"The development in the North Jersey metropolitan area of one of the world's greatest airports by the Port of New York Authority, pursuant to legislation passed a year ago, and the development of additional facilities for maritime transportation were part of our larger transportation planning. At the same time, the Authority and the State have been negotiating with the Federal Government for the acquisition and improvement of dock facilities along the Hudson.

"The adoption of this program marks an important milestone in the history of our State. A year's study has convinced me that this advanced program is not sufficient to meet our requirements. In fact, New Jersey today is not even holding its own in the fight against traffic congestion. It is apparent that half-way measures will not suffice. Moreover, in our past planning we have not given sufficient attention to a balanced program involving all forms of transportation.

"The first phase should be an acceleration of highway planning and construction. Once construction is begun, highways should be completed as rapidly as possible, ending the spectacle that has plagued this State in the past of partially completed highways with their dangerous bottle-necks. 'Time is money.' Today our citizens are suffering losses while trucks and passenger vehicles wait for hours for the untangling of traffic jams. As I stated in my message a year ago: 'careful consideration should be given to the proper method of financing the so-called luxury roads.'

"Our highway requirements are so acute that it is apparent that we cannot hope to finance the construction and completion of major highways which have been legislated, planned or discussed out of current income. The completion of these urgently needed highways, it is conservatively estimated, would require \$150,000,00 in excess of available income for construction within a five-year period. We should plan our comprehensive highway program now. We should consider now the advisability of future financing to meet the cost of these future capital improvements. Highway-user revenues which under Federal restrictions must be used for highway purposes should

(Continued on Page 4)

the State Highway Department as was done with the former motion picture, "For Safety's Sake." It will be available to all groups of twenty-five or more who have at their disposal a 16 mm. motion picture sound projector. There will be no charge for the film.

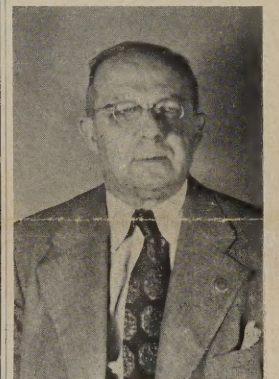
As the demand for "Park-

ways for New Jersey" will be great and because a limited number of prints will be available, it is advisable to make reservations for this film at the earliest possible date. This may be done by contacting the Princeton Film Center, Mountain Ave., Princeton, N. J.

## Marven L. Howell, Chief Accountant, Dies in Florida

### Succumbs to Heart Attack While on Vacation

The Highway Department was shocked to learn of the death of Marven L. Howell, chief accountant, while on his way to Miami with a party of friends. The group had left Trenton by automobile on January 4th and reached Titusville, Florida, about 200 miles north of Miami, when Mr. Howell complained of feeling ill. He was rushed to a doctor who ordered him to the hospital at Cocoa where he died the evening of January 8th.



Marven Howell was one of the veteran employees of the Department, having served continuously since October 1917 in the division of accounting. Since 1932 he headed that important division and had won for himself an outstanding reputation as an expert in highway finances. His knowledge of highway funds was respected far beyond the confines of the Highway Department.

Born in Trenton on May 26th, 1887, of an old Mercer County family, Howell was a star athlete in his youth, specializing in baseball and basketball. In later years his fondness for sports was evidenced by his enthusiasm in breeding and racing pigeons. For many years he was one of the foremost citizens of nearby Ewing Township and only last March retired after serving for twenty years as township clerk. He was active in civic matters and aided in forwarding many community projects.

His mature judgment and intimate knowledge of the Highway Department were recognized by Commissioner Miller who appointed Mr. Howell to serve as a member of the Suggestion Committee. It was typical of him to serve conscientiously in that capacity as in all other assignments.

Mr. Howell is survived by his widow, Mrs. Bessie C. Howell; three sons, Marven W. Howell of West Trenton, an employee of the Construction Division; Dr. Welling C. Howell of Medford Lakes; Frederick E. Howell, a student at Springfield College, Massachusetts; and a daughter, Mrs. Margaret H. Cooper, of Harborton; and eight grandchildren.

Funeral services were held on January 12th at the Ivins and Taylor Funeral Home in Trenton and interment took place in Ewing Cemetery near Mr. Howell's home. Services were attended

(Continued on Page 3)



W. CARMAN DAVIS, Editor

Telephone: Trenton 2-2131—Extension 573

## FRED C. CLAUS

We welcome **Ed Sharkey** and **Frank Carey** to the Cranford office. Ed is at present working with **George Bryan's** crew and Frank is helping to augment the office force.



## Your M. C. presents— THE LADIES... Bless Them



If our "Highway Glamour Gal Yesterday" appears to be a mere infant, then we must remind you that some issues ago we referred to her as one of the "younger set."

"With a song in my heart"

Our Christmas soloist, **Helen Csanyi**, has turned duet-minded and accepted "engagement" terms in the form of a very lovely diamond. And, as Xmas bells pealed their messages of happiness, **La Raine Birch** found hers in good measure by way of that special ring, third finger, left hand. . . . Our very best wishes, girls.

It may sound like a mere "hop, skip and a jump" from 205 West State (Projects Division) to 146 West State (Mr. Deakin's office). . . . "Just across the street" so to speak. . . . but actually it means that **Margaret "Peg" Cullen** is in line for congratulations. . . . so. . . . good luck in your new job, Peg!

The little girl who taps away at her key punch machine is a new addition to the staff side of the Highway Department by name of **Faye Schlesinger**. Although "Mrs." was recently acquired, Faye's first observation was "Heavens, the place is crawling with men and I spent years in women's specialty shops!" Welcome, Faye! . . . The welcome mat is also out for **Mary Kelleher** in whose case it's the Court of Chancery's loss, our gain. Mary replaces **Mary Massarotti Palombi** of the Central Construction office and comes from way-down-Florence way. . . . Also on this welcome list is **Miss Lee Cohen**, secretary to Mr. J. J. Newmark, Special Engineer. Lee comes to us from the Employment Division of the U.C.C. and replaces **Ruth Klotz** who is now with the Department of Conservation.

**Helen Tallon**, Florence King, Rita DeVaney, Theresa Kelly, La Raine Birch, Betty Levie, Kathryn Laughry, Mary Kelleher, Mary Chamberlain and Marion Hester attended the holiday parties given by the Planning and Economics, Compensation and Claims, Central Construction, and Administration offices at 148 West State Street.

Those who attended the Tron-ton Symphony on January 13th, held at the Memorial Building, will have seen the familiar figure of **Dorothy Hunt** singing second soprano in the chorus. The program, Irving Berlin's "Symphonic Scenario," was under the direction of **Guglielmo Sabatini**.

Needless to tell you (even the clue was superfluous) our "Highway Glamour Gal-Yesterday" of last month's issue is your co-editor, in honor of whose birthday last month Edward J. McElroy arranged a radio announcement. The recording requested not being available, the disk jockey selected what he thought might be an equally suitable tune. **Claire's** friends, on the other hand thought his selection most amusing (at her expense, of course). It was entitled "Tears On My Pillow."

'By now . . .

### An Oversight

In reporting the active part played by State Highway representatives in the recent Washington meeting of the Highway Research Board, the name of **Oliver Deakin**, parkway engineer, was omitted. Mr. Deakin delivered a paper on Experimental Stabilized Turf Shoulders for New Jersey Parkways. His talk was illustrated with slides.

## FERNWOOD SWING TRIO



Three reasons why the Christmas ceremony was a success. From the left are **George Kuch**, **Al Getz**, and **Dominic Torrini**, Fernwood musicians who supplied pleasant harmony for the occasion. These musicians have been featured attractions at Department Christmas affairs for the past several years.

## ELECTRICAL FLASHES

JOSEPH MAHAN

Mr. Hays joins with Mr. Henderson, Superintendent of Drawbridges, in expressing their own and the Department's sincere appreciation to the bridge operating and drawbridge maintenance personnel for their faithful service during the recent storm. Many of these men, especially in the North Jersey area, stayed on continuous duty for from 16 to 40 hours and many walked through the storm for 4 or 5 miles to reach their posts.

We extend our deepest sympathy to **George Pepper, Sr.**, Bridge Mechanic, Central Division, upon the loss of his son, **William T.**, 24 years old, who died following an automobile accident on January 18.

**John Majernik**, Bridge Operator, has solved his own housing shortage by building a very fine residence during his free time. He adds, though, that it was quite a task and he has definitely gone out of the house building business.

Congratulations are being received by **Mr. and Mrs. I. J. Friedman** on the first addition to their family—**Steven**, born December 19, and by **Mr. and Mrs. Herman Innocenzi** on their recent arrival, **Louis**.

We regret the loss of **Jim Henry**, Electrical Draftsman, who has gone with the General Electric Company at a very substantially higher salary, and **Dick Southard**, Electrical Mechanic, who has also accepted other employment; and we hasten to welcome **Electrical Mechanics Al Wright, Jr. and Jack O'Rourke**.

**Frank Force**, Operator, and **Frank Brandenburg**, Attendant, had the Somers Point Bridge open for a boat passage one day just before the old year went out, when a vehicle crashed through the traffic barrier, veered indefinitely, and then ran into the bridge railing and stopped just short of open water. **Brandenburg**, who was standing on the roadside opposite the point of impact with the railing, gave thanks that he was spared a chilly swim, and both men went thankfully about their tasks.

Congratulations to **George McKnight**, Bridge Mechanic, whose engagement to **Miss Josephine Cordel**, of Jersey City.

## MARVEN L. HOWELL

(Cont. from Page One)

by perhaps a larger number of Highway men and women and officials of other departments than any other funeral in recent years. This was indeed a fitting tribute to the popularity of a man who will long be missed by his host of friends. **THE HIGHWAY** extends every sympathy to Mr. Howell's survivors.



The Library wishes to announce the acquisition of a new publication entitled "The Triangle" issued bimonthly by the N. J. State Police Department. This periodical should prove interesting since the functions of the State Police and the activities of the Highway Department are closely related.

Receipt of "The Magic Powder," a book on the story and history of the Universal Atlas Cement Company and the Cement Industry. It describes the scientific, structural and marketing achievement of cement and concrete in terms of men and struggles and aspirations. This volume should prove interesting to all those allied with engineering and architectural activities. The author, **Earl J. Hadley**, portrays the obstacles surmounted and landmarks gained in the "Gay Nineties," the First World War, the "Roaring Twenties," and the succeeding depression. His free access into the company records and personnel has rendered this story both accurate and comprehensive.

## LEAP YEAR BRIDE



Best wishes to the former Miss Justine Koec who became the bride of **John J. Kilgarriff** on January 17th. Justine, who in business life is the secretary of Assistant District Engineer **Howard Rigby**, spent her honeymoon in the Poconos. Even though it is leap year it is hard to imagine anyone as pretty as **Mrs. Kilgarriff** asking the \$64.00 question.

## Arthur A. Andrews

It is with regret that we report the death of **Arthur A. Andrews**, 44, of Cranbury, who passed away on January 10th following a prolonged illness.

**Mr. Andrews**, an inspector in the Central Construction Division, came to the Highway Department in 1929 and was employed intermittently since that time on various construction projects.

## EQUIPMENT ITEMS

JAMES O'ROURKE

**James O'Rourke**  
A few years ago **Chas. Hart** of Fernwood went deer hunting and returned with a wife, but on December 15th he again went deer hunting and this time he shot his first deer and the boys of the Machine Shop are now looking forward to that venison dinner.

**Ed Crawford** of the Fernwood office is a patient at the Tilton General Hospital where he was operated upon for a kidney ailment. **Ed** is still a very sick man, but his doctors report slow progress which is good news, indeed.

On December 17th **Al Getz** found out that when two cars come together on icy roads something gives, particularly fenders.

The Fernwood Flower Fund Committee remembered the following employees, who have been on the sick list, with baskets of fruit during the Xmas season: **Matty Matzer, Paul Sine, Leon Anton, Ed Champion, Elwood Lawrence and Andy Zalesnik**.

The recent snow storm wrought havoc with the weekend holidays granted by the Governor as far as the Equipment Division employees and Purchase & Stores Division employees were concerned. Instead of a nice weekend by the fireside, skid chains, snow plow edges, semi-circles and push frames, together with various other parts, were the order of the day and the drain was very heavy, indeed.

## BRIDGE BRIEFS

DAVE LAWSHE

**Mr. Goodkind's** "office help" kicked out old miserable 1947 and hopefully welcomed 1948 with a round of highly successful parties. Now we are back to the more prosaic task of building bridges.

A Christmas Eve party at the **Spencers** was highly enjoyed and **Wilbur and Frances** have our sincerest thanks for treating us so nicely with their spontaneous friendliness.

Then on Tuesday before New Year's, **Carrie and Pat Patrick** entertained us. Their party was a bit larger in that they provided musicians (?) and a semi-mixed (up) chorus. Thanks, folks, for an evening to be remembered long and fondly.

**Loren Shortz** had a nice return trip to Trenton following a long weekend with his folks in Wilkes-Barre. Seems like he traveled and traveled—from 3 p. m. to about 11 p. m. last Sunday. According to the **Penny Kid**: "That iron horse went every direction but up." And, sadly, "largo et lento."

**Marcel Ludasy** recently welcomed his cousin to the United States. The young fellow plans to complete his college education at **George Washington University** in Washington, D. C. All hail to a new American!

The Bridge Division Club was quite in evidence at **Commissioner Miller's** pre-Xmas get-together.

It, the Club, was directly responsible for furnishing the bond that the Commissioner presented, and it takes somewhat less credit for the participation of **Mike Tristram** in the entertainment. The Club is justly proud of the part each played in this highway affair.

The Bridge Division Club will hold its 17th Annual Dinner at the **Robert Treat Hotel, Newark**, on Monday evening, February 9th. **Peas, Jack Sheenan, Wilbur Spencer, Jack Koffler**, and other committeemen are at work preparing to make this one Bigger 'n Better.

For many years he had made his home in the Cranbury Inn.

Funeral services were held in the **Snyder Funeral Home** in Bethlehem, Pa., and interment was made in that city. As far as can be learned **Mr. Andrews** has no survivors.

## Maintenance Notes

CHARLES J. DOHERTY

**Gene Beckner** wishes to thank everyone who sent Christmas cards to him. He says that he received so many of them that it would be impossible for him to acknowledge each one individually, so that he is using this column to express his thanks. While it was not possible for **Gene** to get away during the holidays, he tells us that the receipt of these cards did much to cheer him up and brighten the atmosphere during the Christmas season.

While everyone in the Maintenance Division has had more than enough of snow removal work, some of this work was not without its humorous side. It seems that early Saturday morning, December 27, on the late shift, the office here called Fernwood and equipment operators were ordered to report to the Merchantville Garage where they were to man a **Walrus Snow Plow**. Upon arriving at Merchantville Garage, the operators, after getting the **Walters** ready for operation, were to call the Trenton office for further instructions. This was done and **Norm Hornor** answered the phone. The **Walters** men then asked where they were to proceed with their plow whereupon **Norm** asked them if they had any transportation, this despite the fact that they had one of the finest pieces of equipment in the State of New Jersey. Of course, at three or four in the morning, it is pretty hard to keep your mind on work.

**Foreman John Homan** and his construction gang, after completing some very fine construction work at **Kearny**, on North Avenue in Elizabeth, and also at **Scott Avenue** in Rahway, are now back in their home territory, where they are engaged in quite a bit of a drainage job at the **Marlboro State Hospital**. This crew is to be complimented on its excellent work on above jobs. (O.K. Philipe?) A word of praise should also be given to the men in **Jim Laing's** gang for their assistance in the work at **Kearny**.

We have **Florence Millerick** to thank for the very nice Christmas decorations put up around the Maintenance Division offices.

## CHRISTMAS PARTY

(Continued from Page One)

in the armed forces.

As in other years, the annual suggestion box awards played a leading part in the program. This year's top winners were **Ralph Steljes** of Survey and Plans, and **Ralph Sherman** of the Laboratory, whose similar suggestions led to the establishment of a lecture series which was given by department engineers to field men throughout the State. Each received a certificate of merit and twenty-five dollars in cash in recognition of their contributions.

Other recipients of suggestion awards were: **Eugene M. Gillette** of Survey and Plans; **John Carty** and **Randolph LaBarre** of Maintenance. In each case these men, who were tied for high in the suggestion score for the year, received a twenty-five dollar award.

Featured vocal soloists, **Helen Csanyi** of Administration Division, and **Michael Tristan** of the Bridge Division were well received. **Miss Csanyi** sang "Holy Night," while **Mr. Tristan's** selection was "Night of Nights." Group singing, as in past years, was led by **William Kirk**.

**Commissioner Miller** presided over the ceremony and delivered the featured address in the form of a Christmas Message. **Dean Frederic M. Adams** of the Trinity Cathedral in Trenton asked the invocation, while **A. Lee Grover** assisted with the ceremonies. The program was arranged by **Frank Reddan**.

## Problem for Month

Early one morning a frog fell into a well 24 feet deep. During the day he was able to climb up 5 feet, but slipped back 4 feet during the night. The same thing happened each day thereafter until he finally got out. On what day did he get out?



# MANY EXAMINATIONS LISTED FOR STATE HIGHWAY EMPLOYEES

Applications for Open Competitive and Promotional Exams Must Be Filed by February 16th

The following instructions concerning the filing of applications for State Highway Department examinations appearing on the January schedule of the Civil Service Commission should be read with care by all interested employees. It should be borne in mind that under the existing provisions of the law promotions may not be made from the labor or non-competitive groups to the competitive group except by open competitive examinations.

State Highway employees who file for promotional examinations listed in Bulletin 3, January 15, 1948, must fill out application blanks of the kind used for open competitive examinations, but stamped or marked "Promotional." These blanks may be secured from the Civil Service Commission or through the various offices of the Highway Department.

Some employees who file for promotional examinations may also wish to file for open competitive examinations of the same title. Separate blanks will have to be filled out in all such cases. For example, an employee wishes to file for Senior Engineer, Highway-S131 (Open Competitive) and for Senior Engineer, Highway-PS86 (Promotional). Two separate application blanks must be filled out, and promotional blanks must be stamped Promotional. Please note that these

examinations have different identifying numbers.

For convenience in processing, such pairs of applications should be fastened together when sent to the office of the Civil Service Commission.

Only those candidates who meet the minimum requirements will be admitted to this group of examinations. This applies both to promotional examinations and to open competitive examinations. Candidates are urged to fill out application blanks carefully and completely. The filling out of application blanks is part of the examination process, and it is to the interest of the candidate to submit accurate and complete information.

The closing date for receiving applications for this group of examinations, both promotional and open competitive, is February 16, 1948. Applications should be sent in promptly, as it is necessary that these examinations be held and processed promptly.

These promotional examinations are open to Highway Department employees within the salary ranges listed opposite the examination titles, and who meet the other requirements shown on the Public Notices.

Title	Salary Ranges for Eligibility	Ref. Symbol	Salary Ranges Listed Titles
Asphalt Plant Inspector	\$1560-1920 or higher	PS76	\$2400-3000
Assistant Eng., Highway	1800-2400 "	PS77	3000-3600
Bridge Detailer	1800-2400 "	PS78	3000-3600
Bridge Inspector	1800-2400 "	PS79	2400-3000
Highway Inspector (Proj.)	1200-1800 "	PS80	2040-2640
Junior Engineer, Lab.	1800-2400 "	PS81	2400-3000
Laboratory Technician	1200-1800 "	PS82	1800-2400
Material Inspector	1200-1800 "	PS83	1560-1920
Principal Engineer, Highway	3000-3600 "	PS84	4200-5100
Right of Way Negotiator	2400-3000 "	PS85	3000-3600
Sen. Engineer, Highway	2400-3000 "	PS86	3600-4500
Sen. Eng., State Aid Proj.	2400-3000 "	PS87	3600-4500
Supervisor of Materials	2040-2640 "	PS88	3600-4500
Administ. Asst., Grade I	3000-3600 "	PS89	3600-4500
Auditor	1800-2400 "	PS90	2400-3000
Junior Engineer, Highway	1200-1800 "	PS91	2400-3000
Senior Auditor	—	PS92	3000-3600
Senior Clerk Stenographer	—	PS93	1800-2400

The above titles, and also those of Engineering Aide and of Laboratory Assistant, are included in the current Open Competitive Schedule.

## Governor's Message

(Cont. from Page One)

ultimately be used to meet any additional highway debt requirements.

"The actual construction of the free-ways, parkways, inter- and intra-city and township highways will, of course, depend upon the availability of labor and materials. The actual plans for such a program, to be implemented later, should be authorized and completed at the earliest possible date. There is no time for delay if New Jersey is to meet its obligations to its citizens and its political subdivisions. As I have heretofore stated, I am not unmindful of the fact that generally speaking capital improvements should be deferred pending a return to lower costs. With respect to highways, and the dependence of our society upon them, New Jersey cannot afford to lag behind in the race for commerce or in its efforts to rescue its municipalities from their present traffic plight."

Within this broad conception of a coordinated scheme for New Jersey of air, sea and land transportation, the State Highway Department will be called upon to assume a vital leadership in land transportation. It is a task worthy of our best planning and our most conscientious execution.

SPENCER MILLER, JR.

## Northern Construction Division

GEORGE H. CONNER

Bob Ordish has just received his new "Yaller" Jeep with plow and attachments. He sure had a good chance to test it out in our record snowfall of 1947.

Welcome to Fred T. Scripture, assistant engineer, Highway, who was formerly with the North Jersey District Water Supply. He is now on inspection under Dave Pettigrew. Also C. D. Scheuck, assistant engineer, Highway, on inspection under Maurice Radus.

To Jack Farley and his son Raymond we offer our deepest sympathy for the loss of their wife

and mother who suddenly passed away a week or so ago.

Many of our boys who were assigned to snow removal lost their holidays due to the record snow storm which averaged 26" in depth, but despite this fact they stuck to their jobs and are to be commended for their efforts. If you meet them, please do not sing, "I'm Dreaming of a White Xmas."

W. A. Dunbar, assistant engineer, Highway, has been transferred to the Bridge Division. We wish him the best of luck in his new surroundings.

## WHEN RECORD SNOWFALL CLOGGED HIGHWAYS



Four of Newark's "finest" direct traffic approaching the Passaic River Bridge from the south. Giving on-the-spot assistance in the emergency are Commissioner Miller, 2nd from left, and Frank Young, superintendent of equipment, wearing overcoat. State Highway snow removal forces in many instances worked for 40-hour periods without relief.

## Three Highwaymen Rescue Trapped Truckdriver

Prompt action on the part of William Moran, Reynolds Brachelli, and Paul Petit probably saved the life of the victim of a most unusual accident.

The three were returning from the Newark garage during the recent heavy snowfall and had stopped their trucks near the Raritan River Bridge on Route 25 to put on skid chains when they heard piercing screams coming from the nearby New Brunswick Transfer garage. Upon rushing into the building they found a man being crushed against a wall by a truck and trailer whose brakes had failed to hold. Grabbing bars, Moran, Brachelli, and Petit pried the truck back enough to release Peter Strang, and while two of them made him as comfortable as possible the third ran into the trucking office to summon help.

An ambulance was rushed to the scene of the accident and the injured man was taken to a nearby hospital in critical condition where he is now recovering.

William Meyer, manager of the New Brunswick Transfer, expresses deepest appreciation for the prompt action taken by these Highwaymen.

## Administration Division

BILL WARD

Busiest man in these parts during the past month was Frank Kimble. Frank is an official of the Highway Credit Union and was always available to help those whose goodwill outran their pocketbook. That Santa Claus fellow got a lot of help from Frank and the Credit Union.

The following is printed verbatim from a local paper:

"Patrolman Elio Riccardi, 25, of 80 Anderson Street was treated at Mercer Hospital yesterday after he was bitten on the hand by an automobile on South Warren Street."

Forget those skid chains, muzzle your car.

Bill Keeney, after too long an absence, is back looking fit and feeling fine.

Christmas ties have been making a reluctant appearance here. John Kownacki looked at one and asked politely, "Been covering chairs?"

An advertisement in the New York papers featured a collection on duck hunting edited by Eugene V. Connert. Good hunting and good luck!

The Highway bowling team at this writing is second to the Tren-



A general view of the south approach to the Passaic River bridge showing stalled traffic waiting for the way to be cleared. The severity of the storm was without parallel in recent history and resulted in unprecedented traffic delays.



The occupants of this marooned car which bore Canal Zone license plates were nowhere in evidence when photo was taken. However, a baby's hammock and nursing bottle pieced together the story of a family which had sought shelter away from the snow-clogged highway.



In a world deep in snow the metal grid flooring of the Passaic River bridge presented a strange contrast. This short section of open roadway afforded no relief to highway traffic, however, for long lines of trucks were stalled in deep drifts at either end.

ton Water Department in the Second Section of the Civil Service Bowling League. The League consists of thirty teams and is divided into four sections. Members of the team are: Charlie Ahr, Tony Crea, Frank Dunn, Norm Horner, Frank Matzer, Warren Oldham, Joe Rich, and Jimmy Walters.

Do you think for a minute that a bunch of water drinkers is going to beat that gang?